

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

April 28, 1999
MAG Office - Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Mayor Neil Giuliano, Tempe, Chairman	Supervisor Don Stapley, Maricopa County
Mayor Thomas Morales, Avondale	Mayor Wayne Brown, Mesa
* Mayor Dusty Hull, Buckeye	Mayor Edward Lowry, Paradise Valley
Mayor Hugh Stevens, Carefree	Mayor Skip Rimsza, Phoenix
Mayor Tom Augherston, Cave Creek	Mayor John Keegan, Peoria
Mayor Jay Tibshraeny, Chandler	Mayor Mark Schnepf, Queen Creek
Mayor Cel Arias, El Mirage	Councilmember Lance Grey for President Ivan
Councilmember Marianne Wiggishoff for Mayor	Makil, Salt River Pima-Maricopa Indian
Sharon Morgan, Fountain Hills	Community
Vice Mayor Fred Hull for Mayor Chuck Turner,	Mayor Sam Campana, Scottsdale
Gila Bend	Mayor Joan Shafer, Surprise
* Governor Mary Thomas, Gila River Indian	Mayor Adolfo Gamez, Tolleson
Community	Mayor Dallas Gant, Wickenburg
Mayor Cynthia Dunham, Gilbert	Councilmember Eugene Russell for Mayor
Mayor Elaine Scruggs, Glendale	Donald J. Needham, Youngtown
Mayor Bill Arnold, Goodyear	F. Rockne Arnett, ADOT
* Mayor Frances Osuna, Guadalupe	Bill Beyer, Citizens Transportation
Mayor Colin Barleycorn, Litchfield Park	Oversight Committee

*Those members neither present nor represented by proxy.

1. Call to Order

The meeting of the Regional Council was called to order by Chairman Neil Giuliano at 5:00 p.m.

2. Pledge of Allegiance

Chairman Giuliano introduced the new representative from the Citizens Transportation Oversight Committee, Bill Beyer, and presented him with his Regional Council membership certificate.

Chairman Giuliano introduced proxies: Councilmember Marianne Wiggishoff for Mayor Sharon Morgan from Fountain Hills, Vice Mayor Fred Hull for Mayor Chuck Turner from Gila Bend, Councilmember Lance Grey for President Ivan Makil from Salt River Pima-Maricopa Indian Community and Councilmember Eugene Russell for Mayor Donald Needham from Youngtown.

Chairman Giuliano announced that parking validation is available from MAG staff for the Norwest garage only. He said that the RPTA has generously agreed to provide transit tickets for individuals who use the bus to get to the Regional Council meeting. He stated that tickets are available following the meeting from Ken Driggs of the RPTA.

3. Approval of the March 24, 1999 Meeting Minutes

Mayor Skip Rimsza moved, Mayor Hugh Stevens seconded, and it was unanimously carried to approve the March 24, 1999 Regional Council meeting minutes.

4. Call to the Audience

Chairman Giuliano noted that we have a timer to assist the public with their presentations, which have a three minute time limit. When two minutes have elapsed, the yellow light will come on notifying the speaker that they have one minute to sum up. He said that at the end of the three minute time period, the red light will come on. Members of the audience who wish to speak fill out a card and give it to the MAG staff who will bring it to the Chairman.

Chairman Giuliano stated that public comment is provided at the beginning of the meeting for non-agenda items and for consent items. After hearing public comments, any member of the committee can request that an item be removed from the consent agenda and considered individually.

He indicated that for the action items on the agenda, public comment will be taken when the item is heard. Public comments are limited to three minutes.

Chairman Giuliano recognized public comment from Dianne Barker, who thanked Mr. Driggs for the transit tickets. Ms. Barker expressed congratulations on public involvement process improvements. She said that only written comments were allowed at the Governor's Vision21 Transportation meeting, and she appreciates that she is allowed to be heard at the MAG meetings. Chairman Giuliano thanked Ms. Barker for her comments.

6. Approval of Consent Agenda

This agenda item was taken out of order.

Chairman Giuliano stated that agenda items #7, #8, #9, #10, and #11 are on the consent agenda.

Mayor Skip Rimsza moved, Mayor Joan Shafer seconded, and it was unanimously carried to approve consent agenda items #7, #8, #9, #10, and #11.

7. Recommended Changes to the MAG Roads of Regional Significance

The Regional Council, by consent, approved the recommended changes to the MAG Roads of Regional Significance. The Roads of Regional Significance (RRS) concept and design guidelines were adopted by the Regional Council in the Spring of 1991. The routes identified by the concept are part of the regional roadway network and consist of principal arterials and streets identified to complement the MAG Freeway/Expressway Plan by providing a three-mile grid of roads built to a high level of design.

On January 31, 1996, the Regional Council accepted the RRS Evaluation report with the provision that the RRS concept would be referred to the Transportation Review Committee for updating, as necessary. Since that time, the TRC and the Street Committee have evaluated the RRS and proposed changes to the System. The Management Committee concurred with these changes.

8. Expression of Concern Over Census Bureau Delays Regarding Census 2000

The Regional Council, by consent, approved that the Chairman of the Regional Council forward a letter to the Census Bureau expressing concern with delays to Census Bureau programs for Census 2000 and encouraging Bureau management to implement the measures necessary to achieve a successful census. Census 2000 is less than a year away, and the Census Bureau has missed a number of deadlines for distributing essential information to cities and towns that will be needed to prepare for the Census. This includes boundary and annexation surveys, address files, and maps of census geography. At the March 18, 1999 meeting of the MAG POPTAC, it was recommended that a resolution be sent to the Bureau of the Census expressing concern with the delays regarding Census 2000. At the April 14, 1999 Management Committee meeting, the issue of adopting a resolution versus sending a letter to the Census Bureau was reviewed. The MAG staff recommended that a letter be forwarded to the Census Bureau expressing concern with the delays because it provided a more appropriate method of expressing concern to the Census Bureau. The Management Committee also discussed the format for presenting committee recommendations. The Management Committee recommended that the Chairman of the Regional Council send a letter to the Bureau of the Census expressing our concerns.

9. Draft July 1, 1998 Water Service Area Resident Population Updates

The Regional Council, by consent, approved the July 1, 1998 Water Service Area Resident Population Updates. On behalf of the Arizona Department of Water Resources (ADWR), MAG has prepared July 1, 1998 Water Service Area Resident Population Updates. The Updates, based upon the 1995 Special Census, will be used by ADWR in assessing municipal compliance with per capita water use targets and were recommended for approval by the MAG Population Technical Advisory Committee (POPTAC) on March 18, 1999. The Management Committee recommended approval of the POPTAC recommendation.

10. Projects and Consultant Approval for MAG Pedestrian Design Assistance Program

The Regional Council, by consent, approved selecting the following firms as on-call consultants to provide pedestrian design assistance: A. Dye Design; e group; Logan Simpson Design; Entranco; Planners Ink; Urban Earth Design; Coe & Van Loo; and Robert Bein, William Frost & Associates. Also, to select the following projects to receive the pedestrian design assistance: 1) Town of Gila Bend - \$25,000, Central Pedestrian Way; 2) City of Peoria - \$65,000, Pedestrian Crossing at Grand Avenue/Burlington Northern-Santa Fe; 3) City of Phoenix - \$60,000, Laveen Watercourse/ Greenbelt Pedestrian Trail. In May 1998, the Regional Council approved the Unified Planning Work Program which included \$150,000 for pedestrian design assistance. A Request for Proposals (RFP) was advertised for on-call consulting assistance for the design of pedestrian areas and facilities in February 1999 and nine consultant proposals were received. MAG member agencies were requested to submit projects to receive the design assistance in February 1999. On March 26, 1999, the MAG Pedestrian Working Group recommended that eight consultants be included on the on-call list. The Working Group also recommended that the following receive design assistance: 1) The Town of Gila Bend -

\$10,000 (after discussing concerns that the funding request may not be sufficient for the scope described, the Pedestrian Working Group allowed up to an additional \$15,000 for the Gila Bend project), Central Pedestrian Way; 2) City of Peoria - \$65,000, Pedestrian Crossing at Grand Avenue/Burlington Northern-Santa Fe; 3) City of Phoenix - \$60,000, Laveen Watercourse/ Greenbelt Pedestrian Trail. The Management Committee concurred with the recommendations of the Pedestrian Working Group.

11. Videoconferencing Status Report and Forthcoming Manufacturer Demonstrations

In September 1998, the Regional Council accelerated the MAG teleconferencing and telecommunications program, including the preparation of a Videoconferencing Study to define a region-wide videoconferencing system which intends to link MAG, member agencies and the Regional Public Transportation Authority. The objective of the establishment of the videoconferencing system is to reduce vehicle miles traveled, congestion and air pollution by eliminating the need to travel to as many meetings. The consultant for the project has conducted site surveys with each of our member agencies to identify potential videoconferencing applications and available facilities and undertaken an overview of the major companies that manufacture videoconferencing equipment to determine what would be suitable to meet our needs. Based on this analysis, MAG will be sponsoring a videoconferencing manufacturer demonstration program on Monday, May 3, 1999. The purpose of the demonstration will be to evaluate the types of videoconferencing equipment that will be considered for our videoconferencing system. It is anticipated that about four manufacturers will participate in the program. Technical staff, management and elected officials are encouraged to attend this manufacturer demonstration.

5. Executive Director's Report

_____ This agenda item was taken out of order.

James M. Bourey updated the members on Census 2000. He stated that the update of the address list is essential to our region. A strategy has been negotiated and we will be able to update the address list to include new construction in the 14-16 months until the census takes place. Mr. Bourey estimated that this could mean an additional 100,000 citizens will be included that would not have been counted otherwise.

Mr. Bourey stated that he made presentations to the Governor's Vision 21 Transportation Task Force and a subcommittee. He indicated that many meetings are scheduled and staff will attend as many meetings as possible and keep members updated.

Mr. Bourey stated that the Y2K Forum was held on April 22, 1999 at the MAG offices. Member agencies shared their issues, perspectives, and solutions in preparing for the Y2K problem.

Mr. Bourey stated that a decision by the District Court in Washington, DC at the beginning of March regarding transportation conformity may have a significant impact on transportation. He indicated that many transportation projects are at risk and jurisdictions nationwide are concerned about the potential impact of this air quality decision.

Mr. Bourey noted that the FHWA and EPA have expressed concern about the State's emissions testing program. He said that problems could be encountered because the program is not authorized as an ongoing program, but is designated to end in 3 years. Mr. Bourey stated that legislation would have to be passed to change this to a 10-year sunset. Mr. Bourey stated that we were told last week our conformity could lapse. He remarked that staff has been working with the FTA, FHWA, and EPA to avoid a lapse. Mr. Bourey indicated that, in preparation, staff has anticipated additional conformity tests be done on the TIP. He noted that we have fulfilled all requirements, but the requirements are changing frequently, which increases the difficulty in maintaining conformity.

Mayor Rimsza asked for clarification that we are in a 20-year plan that includes emissions testing program, but since the testing program is authorized for only 3 years, we are not in conformity unless the program is extended to 10 years. Mr. Bourey stated that is correct. He commented that we will not be able to proceed if we don't have legislation extending the sunset for the emissions program to 10 years. Mr. Bourey stated that we must have approval tonight to do our analysis.

Mr. Bourey stated a videoconferencing manufacturer demonstration will take place on May 3, 1999 at the Marriott at 1101 N. 44th Street. The purpose of the demonstration is to evaluate the types of videoconferencing equipment that will be considered for our system.

Mr. Bourey updated the members on upcoming legislation. He indicated that the transportation financing bill contains an amendment that would eliminate MAG's authority to request an extension of the ½ cent sales tax.

Chairman Giuliano thanked Mr. Bourey for his report and asked if there were any questions.

13A. MAG Federal Funding: Draft FY 2000-2004 MAG Transportation Improvement Program

Chairman Giuliano stated that due to the high level of interest, this agenda item would be heard next. He handed the gavel to Vice Chairman Rimsza in order that he be able to comment on the issue.

Acting Chairman Rimsza recognized public comment from Blue Crowley, who stated that he has long been a proponent of bike tunnels under I-17. These tunnels would be at a much lower cost than the proposed \$3 million for a pedestrian overpass now in the plan. Mr. Crowley commented that plans need to be multi-modal. He commented that freeways are not people movers, but thing movers. Acting Chairman Rimsza thanked Mr. Crowley for his comments.

Acting Chairman Rimsza stated that many citizens are in the audience tonight to comment on the proposed US 60 HOV lanes in the Tempe area. He stated public comment would be heard after the staff presentation on agenda items #13A, #13B, #13C, and #13D, followed by discussion by the Regional Council. Mr. Bourey stated that he wanted to express his thanks to Mary Peters, Director of ADOT, and her staff for their efforts on the conformity issue.

Mr. Johnson gave a combined presentation of agenda items #13A, #13B, #13C, and #13D. He outlined the balanced approach to the Long Range Plan, the Transit Plan, and the TIP for 2000-2004. He gave an overview of federally funded dollars allocated to freeway, transit, bike and pedestrian, street, ITS, telecommuting, and other projects totalling \$254 million. Mr. Johnson explained the pie charts showing federal, local, regional, and private funding sources and amounts for 2000-2004 transportation projects.

He showed the accelerated regional highway projects map for completion by 2007 and regional highway plan map and summarized the projects and scheduled completion dates. Referring to a map of the MAG HOV Plan, Mr. Johnson stated that they are an integral part of multi-modal transportation that reduce congestion and improve air quality by encouraging car pools and expediting express buses. Mr. Johnson briefly described past MAG Regional Council actions on HOV lanes. Mr. Johnson stated that not building HOV lanes and removing general purpose lanes for HOV lanes increases traffic volumes elsewhere. He showed maps of the proposed local bus plan, light rail transit plan and express bus plan. Mr. Johnson stated that the US District Court case does not allow submitted air quality plans and allows only budgets from approved air quality plans for conformity analysis. He indicated that a conformity finding is needed by June to avoid major delays and without a finding of conformity, new road projects cannot start. Mr. Johnson stated that MAG is ready to submit the conformity analysis for public comment. The Governor is requesting action from the Legislature to extend the vehicle emissions program commitment to 10 years. Mr. Johnson commented that a multi-modal transportation system is essential to meet transportation and air quality needs. Acting Chairman Rimsza thanked Mr. Johnson for his report.

Acting Chairman Rimsza recognized public comment from Victor Linoff, Vice Chairman for Business and Economic Development, Tempe Chamber of Commerce. Mr. Linoff stated that the Tempe Chamber of Commerce has reviewed and intensively discussed the extremely complex HOV lanes issue on two occasions. He commented that the Chamber recommended support for HOV lanes as an effective and economic solution to traffic congestion. Mr. Linoff stated that an investment in HOV lanes should include park and ride lots and express bus service.

Acting Chairman Rimsza thanked Mr. Linhoff for his comments and asked for clarification of the Chamber's support. Mr. Linoff replied that the Chamber supports HOV lanes in the existing corridor if they include park and ride lots and express and local bus service. He noted that the Chamber does not support the addition of SOV lanes. Mr. Bourey stated that the Chamber's recommendation is consistent with staff recommendation. He indicated that extensive park and ride lots and mass transit plans are in the program.

Acting Chairman Rimsza recognized public comment from Linda Schuster, who stated that much of the traffic backup is a result of vehicles weaving through lanes to get to exits. She commented that ADOT has not made an attempt to solve this problem. Ms. Schuster said that the situation would be exacerbated by adding lanes. She stated that the downsizing of lane widths would become a safety issue. Ms. Schuster stated that decreasing the size of the emergency lane would force disabled vehicles to be abandoned in traffic lanes, endangering drivers and police officers. She referred to a March 5, 1999 Arizona Republic newspaper article that named Phoenix metro area as the nation's third most dangerous for fatalities. Ms. Schuster asked the Regional Council to amend the TIP and not add HOV lanes to US 60. Acting Chairman Rimsza thanked Ms. Schuster for her comments.

Acting Chairman Rimsza recognized public comment from Rick Schuster, from the Price Road Association, who expressed concern over the air quality issues. He stated that ADOT consultants are using a base figure of 7 ppm in calculating the increase of carbon monoxide concentrations rather than the 9 ppm figure derived from an analysis performed by ADOT in 1995. Mr. Schuster stated that when people begin to use the additional lanes, the carbon monoxide figure could go above the 9.5 ppm national level for serious violation. Mr. Schuster also expressed concern with noise pollution. Mr. Schuster urged the Regional Council to abandon this plan for HOV lanes and make the funds available

to Gila Bend for safety improvements. Mr. Schuster suggested that improvements being made to the Santan may alleviate traffic on US 60. Acting Chairman Rimsza thanked Mr. Schuster for his comments.

Acting Chairman Rimsza recognized public comment from Anna Steiner, who demonstrated the proximity of the freeway to homes by use of an aerial photo. She asked how the space will be found to expand the freeway, since homes are already close. Ms. Steiner commented that no one wants this to happen to their neighborhood. She urged the members to consider spending the money on alternatives such as light rail or subways. Ms. Steiner indicated that the leaders here today have the potential to make Phoenix a city of worldwide importance. Acting Chairman Rimsza thanked Ms. Steiner for her comments.

Acting Chairman Rimsza recognized public comment from Randy Lewis, who stated that a 12-foot wall separates his house from the freeway. He indicated that even with express lanes, the section of the freeway would be a level F and incapable of handling traffic. Mr. Lewis stated that \$240 million is a lot of money to spend on no improvement. He asked the members to vote no and spend the money on the Red Mountain and Santan Freeways instead. Acting Chairman Rimsza thanked Mr. Lewis for his comments.

Acting Chairman Rimsza recognized public comment from Luke Daur, who expressed concern about the impacts in his community. He stated that the additional lanes will generate more traffic noise, thus affecting property values. Mr. Daur requested compensation for property owners be studied if the TIP is passed. Acting Chairman Rimsza thanked Mr. Daur for his comments.

Acting Chairman Rimsza recognized public comment from Elliott Fischer, from the Greater Apache Junction Association for Better Government. He indicated that Apache Junction Mayor Coleman has previously commented on HOV issues. Mr. Fischer stated that Apache Junction feels that light rail on US 60 would be beneficial to the region's quality of life. Acting Chairman Rimsza thanked Mr. Fischer for his comments.

Acting Chairman Rimsza recognized public comment from Richard Bank, who stated that he attended the first Valley Vision 2025 meeting. He commented that by 2025, the population is expected to grow from a current 2.5 million to 5 million. Mr. Bank stated that many discussions have been held on limiting and managing growth. Mr. Bank stated that if we build more freeways, people will come. He commented that we should allow the transportation systems we have in place now be fully implemented. Acting Chairman Rimsza thanked Mr. Bank for his comments.

Acting Chairman Rimsza recognized public comment from James Ridley, who expressed concern with air pollution and stated that public transit is the answer. He said that large cities have public transit and that, as the best run city, we should be a forerunner. Mr. Ridley stated that 1992 legislation required that electric cars be available by 1998, but at \$35,000, the cost is prohibitive to every day citizens. He said that transit is a cost effective solution available to all. Acting Chairman Rimsza thanked Mr. Ridley for his comments.

Acting Chairman Rimsza recognized public comment from Hugh Hallman, Councilmember from Tempe, speaking as a resident. Councilmember Hallman stated that the issue is when traffic congestion will be relieved. He mentioned that ADOT has said that when the HOV lanes are completed, there will

still be congestion. Councilmember Hallman stated that building more freeways erodes the economic base. Residential developments cost more than the revenue generated by taxes. Councilmember Hallman noted that if freeways are not accommodating, people may choose to live closer to where they work. He urged that the concept of the village be retained. Acting Chairman Rimsza thanked Councilmember Hallman for his comments.

Acting Chairman Rimsza recognized public comment from Roger Burgoyne, from the Superstition Neighborhood Association, who stated that he is a 30-year resident of the area. Mr. Burgoyne commended staff on the work done on the project. He indicated that the real problem arises because of a narrow strip of the freeway through Tempe, which was not built to accommodate the present situation. Mr. Burgoyne stated that we have an emergency need to take drastic action to allow future planning to be an adequate solution. Acting Chairman Rimsza thanked Mr. Burgoyne for his comments.

Acting Chairman Rimsza recognized public comment from Joanie Flatt, a member of the East Valley Partnership and East Valley Chamber of Commerce Alliance. Ms. Flatt stated that her groups have been working with ADOT and MAG for HOV lanes for many years. She commented that express buses cannot get through because the existing freeway is a parking lot. Ms. Flatt expressed sympathy for the residents, but stressed the need for HOV lanes. She indicated that East Valley representatives will tell you they are needed. Ms. Flatt urged the Regional Council members to vote in favor. Acting Chairman Rimsza thanked Ms. Flatt for her comments.

Acting Chairman Rimsza asked Mary Peters to present the viewpoint of ADOT. Ms. Peters stated that the design study is nearing the end of its environmental study. The results of the study will be taken into consideration and no recommendations would be made until after study completion. Ms. Peters assured that the design will not cause danger or worsen it. Ms. Peters stated that ADOT is making every effort to work with the community. After recommendations of the study, public hearings will be held. Acting Chairman Rimsza thanked Ms. Peters for her comments.

Acting Chairman Rimsza recognized public comment from Tom Dorn, a member of the East Valley Chamber of Commerce Alliance, which represents Mesa, Tempe, Chandler, Gilbert, Ahwatukee, Apache Junction, and the East Valley Partnership. Mr. Dorn stated he is in support of the HOV lanes because of economic and air quality reasons. Acting Chairman Rimsza thanked Mr. Dorn for his comments.

Acting Chairman Rimsza asked Mr. Bourey to respond to citizen comments. Mr. Bourey stated that the program does not add general purpose lanes, but HOV lanes, which are critical for bus, car pool and park and ride plans. Mr. Bourey noted that a solution to correct the weave issue where US 60 joins I-10. is in the plan. He stated that he is not suggesting this would eliminate congestion, but the plan will help move people, not cars. Mr. Bourey mentioned that this is a federally-funded plan, so we must answer all federal issues. If the lanes are not added, the situation will worsen. Mr. Bourey indicated that the plan will help us meet carbon monoxide requirements. Mr. Bourey stated that he would be happy to answer any questions.

Acting Chairman Rimsza thanked the public for their courteous presentations.

Mayor Neil Giuliano moved to approve agenda item #13A, MAG Federal Funding: Draft FY 2000-2004 MAG Transportation Improvement Program, with the deletion of the addition of HOV lanes on US 60 through Tempe. Mayor Colin Barleycorn seconded.

Mayor Mark Schnepf made a substitute motion to approve agenda item #13A MAG Federal Funding: Draft FY 2000-2004 MAG Transportation Improvement Program, including the addition of HOV lanes on US 60. Jay Tibshraeny seconded.

Acting Chairman Rimsza asked for discussion from the members.

Mayor Giuliano stated that Tempe does not oppose HOV lanes on US 60, just further widening. He commented that residents have lived with almost constant construction for years. Mayor Giuliano stated that when the additional lanes are completed, the freeway will be as congested as it is now. He commented that Tempe is a city surrounded by cities and has always done its part to accommodate freeway construction in the area when other cities did not want them. Mayor Giuliano stated that if the HOV lanes are deleted from the plan, discussions on alternative modes of transportation, such as transit, car pool, and light rail, might take place. He asked for consideration of quality of life issues for a community that has been under constant construction for 25 years. We must deal with alternatives now, not in 5 years and confront the issue before us.

Mayor Schnepf expressed regard for Mayor Giuliano's concerns. He agreed that transit issues are important. Mayor Schnepf stated that our region is growing at a rate of 80,000 residents per year. The Governor and Legislature are actively working on our region remaining in conformity. Mayor Schnepf stated that completion of the freeway system is important to the East Valley. We need approval of the HOV lanes to stay in conformity and to accommodate mass transit, car pools and park and ride lots.

Mayor John Keegan noted that constituents from Tempe took the effort to attend the meeting tonight, and stated that Mayor Giuliano's motion deserves a vote. He requested that the substitute motion be withdrawn and if Mayor Giuliano's motion fails, a vote be taken on the substitute motion. Acting Chairman Rimsza stated that the substitute motion and the second would have to be withdrawn before a vote could be taken on Mayor Giuliano's motion. The substitute motion was not withdrawn.

Mayor Wayne Brown stated that he shares the same concerns as the speakers'. He indicated that we need HOV lanes to move people through the freeway system with express buses and car pools. Mayor Brown stated that people need to be motivated to use alternative modes of transportation, and the opportunity could be provided by building HOV lanes. He cautioned that changing the conformity formula is a risky move and could jeopardize the completion of other projects.

Mayor Thomas Morales stated that he supports Mayor Giuliano's concept. He commented that Tempe has done much to accommodate other freeways in their community. Mayor Morales indicated that if more freeway lanes are built, people will use them. If the lanes are not built, people will be forced to use alternative modes of transportation.

Mayor Cynthia Dunham stated this is an important decision. She commented that she is sensitive to other communities' concerns. Mayor Dunham commented that we need to advance mass transit discussion and complete plans in place. She indicated that controlling growth is the issue and we will

continue to grow. The legislation is not in place for the control of growth. Mayor Dunham commented that because we need HOV lanes and mass transit options, she supports adhering to the plan.

Mayor Adolfo Gamez stated that a freeway stack is being constructed in Tolleson. He indicated that his community had not been consulted about the project. Mayor Gamez mentioned that his community is dealing with the resulting noise and pollution, which are necessary evils in completing regional projects. He stated that he supports Mayor Schnepf's substitute motion.

Mayor Elaine Scruggs stated that she appreciates hearing the views and input presented tonight and would discuss those concerns expressed. She said that one project cannot be pulled from the TIP, because conformity would be in jeopardy, which places other transportation corridors at risk for completion. Mayor Scruggs stated that no project can be approved unless it meets requirements for safety and pollution standards. Mayor Scruggs asked if the freeway will still be congested when the additional lanes are added, where would we be if they hadn't been added at all?

Mr. Bourey commented that the plan is federally funded and would adhere to all federally required mitigation efforts. He noted that this wording could be added to the motion.

Mayor Schnepf stated that he agreed to accept this wording be added to the substitute motion. Mayor Tibshraeny accepted the wording.

Mayor Tibshraeny stated that all cities will face the same problems when their freeways develop. He indicated that construction management improvements could have alleviated some of the problems we are now encountering. He indicated that a decision needs to be made with no delay. Mayor Tibshraeny commented that we need to encourage mass transit, and building HOV lanes will help.

Supervisor Stapley stated that he represents the region and that this is a regional issue. He commented that express bus concept is dependent on a completed HOV system. Supervisor Stapley stated that he supports building the freeway as it was designed and, therefore, he supports the substitute motion.

Roc Arnett stated that the employees of ADOT are continuing the study on the HOV lanes to determine recommendations. He noted that work is ongoing by the consultant on the HOV Value Lane Study after approval last year. Mr. Arnett stated that if we have HOV lanes, express bus and car pool will work. He noted that US 60 is a lifeline to the Phoenix metro area for communities such as Globe and Safford.

Mayor Giuliano stated that we need to modify citizens' views on their transportation habits and views through public policy, which has been ineffective.

Mayor Colin Barleycorn asked Ms. Peters when the study would be completed. Ms. Peters replied that it would be completed this summer. Mayor Barleycorn stated that bottlenecks occur when the HOV lanes end and the traffic is merged into general purpose lanes. He expressed support for Mayor Giuliano's concept to get people to consider mass transit.

Mayor Edward Lowry stated that an ongoing plan for US 60 after the HOV completion should be considered. He expressed concern with continuous addition of lanes. Mayor Lowry indicated that we

need a proactive, not a reactive, approach. Mr. Bourey stated that widening of US 60 east of the 101 and addition of park and ride lots are in the long range plan.

Mayor Joan Shafer asked if the TIP is approved without the HOV lanes, do all other projects risk completion and expressed concern about the City of Surprise's study money. Mr. Bourey replied that the entire system would be at significant risk due to the added time needed to re-evaluate the conformity analysis, but that the study would not.

Mayor Sam Campana stated that Mayor Giuliano has led the region in accomplishing the best for the region. She commented that HOV lanes will not be obsolete and we must support them.

Acting Chairman Rimsza expressed thanks to all for their comments. Hearing no further discussion, he stated that debate on this agenda item was completed.

Acting Chairman Rimsza stated the motion to approve agenda item #13 A, including the MAG federally funded projects recommended by the Management Committee with the adjustments recommended by the staff and the understanding that ADOT is conducting the federally required study of the US 60 corridor and all federally required mitigation efforts will be followed in constructing this project, in the Draft FY 2000-2004 MAG Transportation Improvement Program for a conformity analysis.

A roll call vote was taken and the motion was passed with 23 yes and 3 no.

Member	Vote Cast
Mayor Neil Giuliano, Tempe, Chairman	No
Mayor Tom Morales, Avondale	No
Mayor Hugh Stevens, Carefree	Yes
Mayor Tom Augherston, Cave Creek	Yes
Mayor Jay Tibshraeny, Chandler	Yes
Mayor Cel Arias, El Mirage	Yes
Councilmember Marianne Wiggishoff, Fountain Hills	Yes
Vice Mayor Fred Hull, Gila Bend	Yes
Mayor Cynthia Dunham, Gilbert	Yes
Mayor Elaine Scruggs, Glendale	Yes
Mayor Bill Arnold, Goodyear	Yes
Mayor Colin Barleycorn, Litchfield Park	No
Supervisor Don Stapley, Maricopa County	Yes
Mayor Wayne Brown, Mesa	Yes
Mayor Edward Lowry, Paradise Valley	Yes
Mayor John Keegan, Peoria	Yes
Mayor Skip Rimsza, Phoenix	Yes
Mayor Mark Schnepf, Queen Creek	Yes
Councilmember Lance Grey, Salt River Pima-Maricopa Indian Community	Yes
Mayor Sam Campana, Scottsdale	Yes
Mayor Joan Shafer, Surprise	Yes

Member	Vote Cast
Mayor Adolfo Gamez, Tolleson	Yes
Mayor Dallas Gant, Wickenburg	Yes
Councilmember Eugene Russell, Youngtown	Yes
F. Rockne Arnett, ADOT	Yes
William Beyer, Citizens Transportation Oversight Committee	Yes

Acting Chairman Rimsza handed the gavel back to Chairman Giuliano.

13B. Conformity Analysis of the Draft FY 2000-2004 MAG Transportation Improvement Program

13C. Conformity Analysis of the MAG Long Range Transportation Plan Summary and 1999 Update

Chairman Giuliano stated that agenda items #13B and #13C would be considered together.

Chairman Giuliano recognized public comment on agenda item #13B from Blue Crowley, who stated that public comments are not reflected in the conformity analysis. He commented that we need to get mass transit on the fast track. Cave Creek and Carefree are not in the 5 year plan for transit. Mr. Crowley commented on agenda item #13C. He said that the summary transmittal refers to a citizen comment at the Management Committee meeting on March 10, 1999 that there is not a local funding source committed to light rail, which indicates the plan is not in conformity. He said we must be proactive, not reactive. Chairman Giuliano thanked Mr. Crowley for his comments.

Chairman Giuliano asked if there were any questions or discussion.

Mayor Keegan moved, Mayor Tibshraeny seconded, and it was unanimously carried to approve authorizing a conformity analysis of the Draft FY 2000-2004 MAG Transportation Improvement Program and approve the MAG Long Range Transportation Plan Summary and 1999 Update for an air quality conformity analysis.

13D. Long Range Transit Plan Update

Chairman Giuliano asked if there were any questions or discussion. Mayor Barleycorn asked for clarification of the proposed widening on US 60. Mr. Bourey stated that the widening would be east of the 101.

Chairman Giuliano recognized public comment from Blue Crowley, who expressed concern that not all communities, such as Cave Creek and Gila Bend, are represented in the Short Range Transit Plan. He stated that Gila Bend requested circulator buses. Chairman Giuliano thanked Mr. Crowley for his comments.

Mayor Shafer moved, Mayor Gamez seconded, and it was unanimously carried to approve including the 1999 Update of the Long Range Transit Plan into the Draft 1999 Update of the MAG Long Range Transportation Plan for a conformity analysis.

12. Valley Vision 2025 Update

Mr. Bourey stated that a packet of reports from 14 of the collaborative groups and 8 of the subcommittees are at each place. Mr. Bourey stated that approximately 12 committee members met four times at the beginning of March to discuss the direction of the process and identify problems. They determined three areas of concern. 1) The attention of corporate executives must be captured. 2) Public/private partnership commitments must be obtained. He commented that the funding may be difficult, since there are many competing interests in growth management. 3) The process of the committee should be streamlined with a smaller steering group. Doug Henton, of Collaborative Economics and one of the authors of the Silicon Valley 2010 vision document, was engaged to study Valley Vision 2025 and offer recommendations for a process redesign. Mr. Bourey stated that a copy of the letter written by Mr. Henton is included in the packet. Mr. Bourey stated that Mr. Henton recommended creating a leadership advisory group, developing a project framework, creating a process roadmap, and expanding the public/private partnership sponsorship. Mr. Bourey stated that at the April meeting, the full Committee agreed to work with Collaborative Economics. Chairman Giuliano thanked Mr. Bourey for his report. He expressed thanks for the staff efforts involved in this process and commented that the project is headed in an exciting direction.

14. Announcement of Appointments to the MAG Nominating Committee

Chairman Giuliano announced the appointments for the Nominating Committee. A memo announcing the appointments was distributed. Chairman Giuliano said that Mayor Scruggs will serve as Chair, with Mayor Campana, Mayor Gant, Mayor Gamez, and Mayor Dunham serving on the Committee. Chairman Giuliano explained that the Nominating Committee develops a slate of five candidates. These candidates include a Chairman, Vice Chairman, Treasurer, the Past Chairman, and one member-at-large. The nominations will be forwarded to Regional Council members prior to the annual meeting in June. Chairman Giuliano stated that those members interested in being nominated should contact a member of the Nominating Committee.

15. Update on the MAG Regional Plan on Domestic Violence

This item was removed from the agenda.

Chairman Giuliano announced that a progressive dinner in Suite 300 upstairs would be held for the members of the Regional Council and their staff who have confirmed their dinner reservations.

There being no further business, the meeting was adjourned at 7:20 p.m.

Chairman

Secretary